TRE-81-10

Truck Regulation Violations – A Pilot Study

Truck Inspection System Study

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FOREWORD

This report is one in a series of fact finding projects studying the Ontario Truck Inspection System. The other projects deal with compliance rates, inspection efficiency and behavioural/ economic factors in compliance.

This study provides a profile of truck regulation violations at three stations in the Mississauga District. The format of this report is similar to the report format of the province-wide profile of truck regulation violations (see Report TRE-81-05). This was done in order to facilitate referencing between studies. It should be noted that the pilot study was originally undertaken to pre-test: the evaluation process, method of information extraction, variables to be examined, and computer programs, as well as to obtain some preliminary findings. The experience gained from undertaking the pilot study was utilized in refining the province-wide study.

Comparisons between the province-wide study and the pilot study should be made with caution, recognizing the discrepancies in the definitions of some of the variables. In particular, there are differences with respect to the grouping of freight and the grouping of offences.

Several procedural and regulatory changes that might affect the profile have been made since the time period used in this study. Refer to Appendix E for more details.

Richard Slocum
Study Director

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EXECUTIVE SUMMARY

Purpose

This project is one component of the Truck Inspection System Study. This pilot study was undertaken to generate a profile of the truck regulation violations at three stations and mobile inspections in the Mississauga District and to pretest: the evaluation process, method of information extraction, variables to be examined, and computer programs. The experience gained in the pilot study was used in refining the province-wide study.

Method

Charge records from three inspection stations and mobile units in Mississauga were examined. Inspection station records were used to obtain some indication of violation ratios at truck inspection stations. The time period under examination was April 1, 1978, to March 31, 1979. Information contained in these reports was used in the study. In order to simplify the analysis and discussion, the various violations (charges) were grouped into 20 general categories and five broad categories based on their common offence characteristics. A total of 1995 convicted charges comprised the sample used in this study.

Findings

The summary table at the end of this executive summary provides some details/characteristics of key variables which comprise the profile of the truck regulation violations of three inspection stations and mobile units in Mississauga.

As can be seen in the summary table, overload violations accounted for two-thirds (66.8%) of the total violations charged district wide. Overload violations also represented the largest proportion of violations charged at each of the stations. With respect to cruiser-mobile units, overloads accounted for 39.1% of the total violations charged whereas PCV violations represented 37.3% of the charges. A more detailed examination of overload charges revealed that HTA (Highway Traffic Act) 72-1-C, which deals with the maximum allowable axle unit weight for a dual axle, was the most frequently violated regulation.

The average vehicle detention time for charged vehicles was 26.5 min, ranging from an average of 15.3 min for PCV violations to 47.3 min for HTA equipment/dimension violations. On average mobile unit inspections have a shorter vehicle detention time than truck inspection stations.

The average settlement time of the charges was 5 months, with a range of 3.6 months for HTA plate/licence charges to 8.2 months for PCV and MVTA/PCV violations.

The average fine for charged violations was about $68, with a range of from about $28 for HTA plate/licence violations to $76 for overload violations.

As can be seen in the table, overloads represent the most frequently charged grouping of violations for Ontario and other provincial registered driver locations. HTA plate/licence charges were more prevalent in cases where the driver's location was in the United States. Since a similar pattern existed between registered owner and driver origin-location, only the registered driver location was incorporated into the profile.

Some other major observations/findings not included in the table are the following.

1. There were differences in the type of materials being transported through the various stations. For charged vehicles, steel was the major freight at the Lorne Park inspection station (40.1%), general merchandise was the major freight at the Streetsville North inspection station (26.7%), and materials such as stone were the major freight of vehicles charged at the Victoria inspection station (85.1%) and by cruisermobile units (22.3%).

2. The time of charges was concentrated in the 8:00 a.m. to 4:00 p.m. time period (76%); most charges were on a weekday (99%). This is the normal operating schedule of most vehicle inspection stations.

3. The most frequently charged violations were for vehicles with five axle units (28%). Vehicles with six axle units were the next most frequently charged (25%).

4. The highest average charged overload (3136 kg) was for vehicles transporting miscellaneous goods.

5. For the truck inspection stations, the overall violation ratio (expressed as violations per 100 inspections) was 0.797. The violation ratio was 0.470 for overloads and 0.327 for all other violations.

Application of Findings

This pilot study was useful in providing a general overview of three stations in the Mississauga District with respect to truck regulation violations. The process was refined and used in the province-wide study. It should be pointed out that this report briefly addresses certain issues which are being examined more thoroughly in other studies.

SUMMARY TABLE - VIOLATION PROFILE

CHARGE CATEGORY	STATION DISTRIBUTION					AVERAGE VEHICLE[1] DETENTION TIME (minutes)		CHARGE[3] SETTLEMENT TIME	AVERAGE[4] FINE	REGISTERED DRIVER LOCATION		
	Total %	Lorne Park %	Streetsville North %	Victoria %	Cruiser-Mobile %	Total[2] Sample	Mobile Units	(months)	($)	Ontario %	Other Provinces %	USA %
MISCELL-ANEOUS HTA 2 78 125 418	1.0	0.4	0.3	1.1	3.8	23.7	25.0	5.9	52.6	1.0	-	-
PLATE/ LICENCE HTA 6 8 9 13 61	8.3	7.1	9.5	1.1	10.2	22.0	15.7	3.6	26.8	5.2	4.2	85.9
EQUIPMENT/ DIMENSION HTA 37 39 57 65 66 67 416	7.9	7.2	7.3	14.9	8.6	47.3	16.2	4.1	68.5	8.2	4.2	2.6
OVERLOAD HTA 72 73 74 77	66.8	77.5	67.8	77.7	39.1	27.7	25.1	4.5	76.0	69.2	73.7	2.6
PCV 1 2 12 15	13.3	4.4	11.8	5.3	37.3	15.3	15.0	8.2	53.6	14.5	-	3.8
MVTA/PCV	2.8	3.4	3.3	-	1.1	19.1	18.7	8.2	53.5	1.9	17.9	5.1
TOTAL	100.1	100.0	100.0	100.1	100.1	26.5	17.9	5.0	67.9	100.0	100.0	100.0
NUMBER OF CHARGE RECORDS	1995	791	737	94	373	1820	257	1930	1904	1820	95	78

1. does not include cases where vehicle detention times are unknown
2. includes mobile units
3. does not include cases where the settlement times are unknown
4. does not include cases where there was no fine

1/ INTRODUCTION

1.1/ Study Background

In 1979, a proposal was put forth to undertake an evaluation of the Truck Inspection System. This arose as a result of the identification of four basic problem areas.

1. Violations
- Trucks frequently violate regulations.
- Violations may or may not be intentional.
- The true compliance rate is not known.

2. Incomplete Enforcement
- The trucking industry has expressed concern about selective enforcement or lack of enforcement in some locations.
- Some trucks avoid the normal operation period at truck inspection stations.
- Trucks by-pass some truck inspection stations.
- There is a lack of full round-the-clock inspection on all routes.

3. Insufficient Inspection Facilities
- At many locations, resources and facilities are inadequate to handle very high truck volume. Many trucks in violation may have to be waved off without inspection.
- The use of mobile inspection units provides insufficient inspection.

4. Administration
- There is a lack of comprehensive guidelines and plans for deployment of inspection resources to achieve desirable levels of compliance.
- There is no optimum enforcement strategy.

The overall objectives of the Truck Inspection System Evaluation are to:

- o determine the level of compliance with the vehicle regulations and establish the effectiveness of the inspection system;
- o determine desirable levels of compliance with supporting enforcement strategies;
- o develop guidelines for an optimum deployment of the inspection resources.

The scope of the evaluation is restricted to the evaluation of the inspection system and excludes the law and the courts. The effectiveness of the system is measured by the level of compliance (profile) and its variation with time, location, and industrial segments. Compliance is affected by factors such as: efficiency of the inspection system, behavioural factors, simplicity of the law, and economic cost and benefits to the truck operators. The efficiency of the system is a factor of the operational efficiencies of existing truck inspection stations and mobile inspection units.

The major benefits derived from the Truck Inspection System Evaluation will be:

- o an understanding and measurement of the value of the existing inspection system;
- o an appreciation of different options to increase general compliance;
- o an increase of willing compliance with vehicle regulations;
- o a more efficient level of resource utilization;
- o development of strategies which could be used to base and evaluate current and future decisions affecting the inspection system.

1.2/ Purpose of this Study

This component of the Truck Inspection System Evaluation was undertaken with the purpose of generating a detailed profile of the truck regulation violations at three Mississauga Truck Inspection Stations for the time period April 1, 1978, to March 31, 1979, as well as to pretest: the evaluation process, method of information extraction, variables to be examined, and computer programs. Refinements to these procedures will be used in carrying out the province-wide study of truck regulation violations. The findings obtained from this study and the province-wide study will provide a base of information which may be used in verifying or relating information derived from other components of the Truck Inspection System Evaluation. These components include estimation of the compliance rate, behavioural, economic, and operational studies. Collectively, these studies will address the four basic problem areas described earlier and attempt to meet the overall evaluation objectives.

1.3/ Description of Operations

Throughout the province truck inspection stations are located on various major highways as one of the means of monitoring and enforcing the truck regulations as prescribed by different Acts, namely: Highway Traffic Act, Public Commercial Vehicle Act, Public Vehicle Act, and Motor Vehicle Transport Act (Canada). Mobile inspection units equipped with portable scales are also used to complement the fixed vehicle station inspection operation.

The operation of a truck inspection station is usually scheduled during the normal working hours, from 8:00 a.m. to 4:00 p.m. on weekdays. Vehicle inspection stations are periodically opened at other times in order to inspect vehicles avoiding this time period. In certain locations in the province, usually where there are no truck inspection stations, the Ministry utilizes mobile inspection units. The mobile truck inspection is generally a less thorough operation and is not conducted on a regular basis.

All truck operators are required by law to enter a truck inspection station for an inspection when it is in operation. However, there are a few exceptions. At locations with a very high volume of truck traffic, it is usually not possible to handle all trucks with existing equipment and facilities. In the event of a large queue of trucks, some trucks may be waved off without being inspected.

Truck inspectors generally look for irregularities in documents, vehicle equipment problems, and overloads. When a violation has been committed the truck inspector completes a charge report. There are four types of charge forms: the Highway Traffic Act (HTA) Weight Report; HTA Report; the Commercial Vehicle (CV) Report; and Summary Tickets. The original record is retained by either the district office or head office (in the event a detailed investigation of the charges is required) until disposition whereupon the record is forwarded to head office for filing. This disposition may be a conviction, withdrawal, or dismissal. The charged driver or charged owner of the vehicle only receives a court summons with some basic information regarding the charge on it. They do not receive a copy of the original charge record. In some instances, if after an investigation of owner registration records for a suspected violation it is determined that in fact no violation was committed, the charge is dropped and no summons is issued. This type of case, where a violation report has been made but no action taken, is often referred to as a write-up.

1.4/ Report

The contents of this report include a description of the method of information extraction, general findings and discussion, as well as a summary and further analysis.

2/ METHOD

2.1/ Source of Data

Charge records of trucking regulation violations were obtained from Highway Carrier Inspectors' reports in the Mississauga District.

Four types of reports are used by Highway Carrier Inspectors for charging the commercial vehicle regulation offenders. These reports are: 1/ Highway Traffic Act (HTA) Weight Report; 2/ HTA Report; 3/ Commercial Vehicle (CV) Report; 4/ Summary Tickets. Examples of these reports are provided in the Appendix.

There are basic differences between the four forms used to account for the different types of information obtained. The HTA and CV reports are detailed forms with a similar format. The HTA reports are generally used to record HTA offences, in particular weight charges, whereas the CV report is generally used when a PCV offence has been committed. CV reports, unlike HTA reports, include a description of the consignor and consignee locations. A Summary Ticket, which is issued by either Highway Carrier Officers or Ontario Provincial Police, provides limited information in comparison to the other reports. Generally, it does not detail all overloads or offences, describe the time taken for an inspection, or provide information on the vehicle or vehicle load. Summary Tickets are often utilized when the driver of the vehicle is also the vehicle owner and has committed an offence, however, they are not in frequent use throughout the province.

2.2/ Process

Settled charges of the three stations and mobile units were collected from the Mississauga District office. The time period under examination was April 1, 1978, to March 31, 1979. In order to allow for the settlement of the majority of charges within the selected time period, information was collected to the end of December 1979. If a court case had not been settled by December 1979, then the record was excluded. A total of 1995 valid charge records were used in this study. Information on these charge records was put onto coding forms for subsequent keypunching and computer analysis. SPSS computer programs were used in the data analysis.

In addition, inspection station records were used to tabulate various violation ratios. The time period for the inspection station records was also April 1, 1978, to March 31, 1979. An example of an inspection station record is included in the Appendix.

2.3/ Information Extraction

Several types of information are recorded on the charge forms. Some of the basic information extracted for examination included: vehicle registered gross weight; number of axles; freight description; day of inspection; time of inspection; time vehicle departs; owner location; driver location; consignor location; consignee location; specific violation charged; overloads; court date; court action; and fine. From several of these variables the derivation of other variables was obtained, such as: vehicle detention time; settlement time; and charged overload.

In order to simplify the analysis and discussion, the various violations charged were arranged into 20 general (offence) categories. These charged offences were also grouped into six broad categories based on their common offence characteristics.

Inspection station records contain information on days and time periods of vehicle inspection station operation, as well as information on operating and man-hours, number of inspections, overloads, and other violations.

3/ FINDINGS AND DISCUSSION

3.1/ Distribution of Charge Records

A total of 1995 charge records were examined. As shown in Table 1 in the Appendix, 39.6% of the charge records came from the Lorne Park inspection station, 36.9% came from the Streetsville North inspection station, 18.7% came from cruiser-mobile unit inspections, and 4.7% came from the Victoria inspection station. HTA reports account for 77.5% of the forms used. The distribution of forms used by the various stations and cruiser-mobile units are detailed in Table 2.

3.2/ General Description of Charged Vehicles

3.2.1/ Registered Gross Weight

As shown in Table 3, the average registered gross weight of vehicles charged was 36 743 kg. Vehicles charged at the Lorne Park inspection station had the highest average registered gross weight, 42 815 kg, followed by vehicles charged at the Victoria inspection station, 39 361 kg. The average registered gross weight of Streetsville North charged vehicles was 36 459 kg, and the lowest average registered gross weight, 20 639 kg, was for vehicles charged at cruiser-mobile inspections. Slightly more than 20% of the vehicles charged were in the 50 001 kg to 60 000 kg range. Only 5% of the vehicles charged exceeded a registered gross weight of over 60 000 kg. About 12% of the registered gross weight of charged vehicles was unknown. This relatively high proportion of unknown values can for the most part be attributed to the use of Summary Tickets (where this type of information is generally not recorded), vehicles that were charged with offences other than overloads, and vehicles with non-Ontario origins.

3.2.2/ Axle Units

Vehicles with five axle units were the most frequently charged. As shown in Table 4, 27.8% of the total vehicles charged had five axle units, followed by vehicles with six axle units (24.7%).

Five axle unit vehicles represent the highest proportion of charged vehicles at Victoria (45.7%) and Streetsville North (33.4%), whereas six axle unit vehicles were charged more frequently at Lorne Park (38.7%). It is noteworthy that two axle vehicles represent 18.7% of the total vehicles charged, however, they represent 41.6% of vehicles charged at cruisermobile inspections. The unknown values can for the most part be attributed to the use of Summary Tickets (where this type of information is generally not recorded). This is particularly the case with cruiser-mobile inspections, where slightly more than one-quarter of the forms used were Summary Tickets.

3.2.3/ Freight

About 23% of the charged vehicles were transporting steel products. As shown in Table 5, an additional 20.5% of charged vehicles were transporting general merchandise and 17.2% carried miscellaneous freight. Steel comprised 40.1% of the freight carried on charged vehicles inspected at the Lorne Park inspection station. General merchandise was the major cargo (26.7%) carried on charged vehicles at the Streetsville North station. Stone was the major freight of charged vehicles in both the Victoria station (85.1%) and cruiser-mobile inspections (22.3%). It should be pointed out that 11.4% of the charged vehicles either did not carry freight or had unknown freight. This was particularly the case with cruiser-mobile records where 38.3% of the charged vehicles had no description of freight carried. Use of Summary Tickets was identified as the primary reason for this unknown information.

3.3/ Violation Profiles

3.3.1/ Offence Categories - Distribution

It was important to establish which motor vehicle acts or regulations were being violated most frequently.

With respect to the six broad categories, it was observed that overload violations accounted for the majority (66.8%) of the total offences charged. As shown in Table 6, PCV charges accounted for 13.3% of the total charged offences, and plate/licence charges and equipment/dimension charges accounted for 8.3% and 7.9%, respectively, of the total charges. The extra-provincial combination of MVTA and PCV charges accounted for 2.8%, whereas miscellaneous HTA charges accounted for only 1.0% of the total offences charged.

As shown in Table 7, of the 20 general charge categories the act or regulation charged most often was HTA 72-1-C. Violations of this act comprised 40.3% of all charged offences. The act itself deals with the maximum allowable axle unit weight for a dual axle. Axle unit weight violations of other axles (HTA 72-1-others) and violation of permit weights (HTA 77-1) were the next most frequently charged offences accounting for 9.7% and 9.4%, respectively, of the total charged offences. The distribution of charged offences for cruiser-mobile inspections and station inspections is given in Table 8 and Table 9. Overall, as shown in Table 8, of the six broad charge categories, overload charges were the most frequently charged violation. Table 9 indicates that, although of the 20 general charge categories axle unit overload (for a dual axle) charges represent the highest proportion of charged violations in all three inspection stations, they were only the second highest proportion among cruiser-mobile charges. In this case, violation of PCV 2-1-A (no operating licence) was the most frequently charged offence.

3.3.2/ Time of Inspection

Slightly more than three-quarters of the vehicles charged (75.6%) were charged between the hours of 8:00 a.m. and 4:00 p.m. This relatively high proportion is not surprising insofar as these are the normal operating hours of truck inspection stations. A detailed distribution of the time period when vehicles were charged for each station and cruiser-mobile unit is given in Table 10A. Table 10B groups the time of inspection into three eight hour time periods, midnight to 8:00 a.m., 8:00 a.m.

to 4:00 p.m., 4:00 p.m. to midnight. As shown in the tables, in all cases most charged vehicles were examined in the 8:00 a.m. to 4:00 p.m. time period.

3.3.3/ Day of Inspection

About 99% of the vehicles were charged on a weekday. As shown in Table 11 charges were more frequent during the middle of the week: Tuesday (22.9%), Wednesday (23.0%), and Thursday (25.5%), than on Monday (7.8%) or Friday (19.9%). Locational distribution of the day the charge was laid is also displayed in Table 11. In general, there are only slight differences between stations.

3.3.4/ Detention Time

Detention time is defined as the time taken from the initiation of the inspection to the completion of the inspection, or when the vehicle leaves the inspection station. It should be pointed out that average vehicle detention times do not include cases where vehicle detention times are unknown (120 cases, 6.0% of total) or vehicles which were detained overnight (49 cases, 2.5% of total).

The average vehicle detention time for all charged vehicles was 26.5 min. As shown in Table 12, the longest detention time with respect to the six broad charge categories was taken for HTA equipment/dimension violations (47.3 min). Specifically, within this category the detention time ranged from a high of 64.9 min for brake charges to 12.9 min for equipment charges. (Refer to Table 13 for the average vehicle detention times for the 20 general charge categories).

For the six broad charge categories, vehicles charged with HTA overload offences had the second longest average detention time, 27.7 min (range 19.7 min for carrier permit violations to 49.0 min for violation of axle group weights), followed by HTA miscellaneous charges, 23.7 min, and HTA plate/licence charges, 22.0 min (range 16.0 min for licence charges and 25.2 min for

plate charges). Intraprovincial PCV charges and extraprovincial MVTA and PCV charges had average detention times of less than 20 min (15.3 min and 19.1 min, respectively).

Vehicles inspected at mobile units generally had a shorter average vehicle detention time than vehicles charged at truck inspection stations. As shown in Table 12, the average vehicle detention time for vehicles charged at mobile inspections was 17.9 min. Of the six broad charge categories, the longest vehicle detention times were 25.1 min for overload charges, and 25.0 min for miscellaneous HTA charges. The shortest vehicle detention time was taken for PCV charges (15.0 min).

3.3.5/ Settlement Time

The average time taken from the date of the inspection to the court date was five months. As shown in Table 12, the longest settlement time for the six broad charge categories was for both intraprovincial PCV charges and extraprovincial MVTA and PCV charges (8.2 months). The average settlement time for HTA charges ranged from 3.6 to 5.9 months.

As shown in Table 13, the longest settlement time for any one of the 20 general charge categories was 9.3 months for PCV violations of operating licences. The shortest settlement time on average was 3.3 months for HTA plate violations.

3.3.6/ Fine

Overload violations had the highest average fine ($76.0) of the six broad charge categories. As shown in Table 15 the range of fines in this category was from $53.0 for axle unit weight-weights restriction to $169.4 for violation of axle group weights. HTA equipment/dimension charges had an average fine of $68.5 (range $26.3 to $74.9) and HTA miscellaneous charges had an average fine of $52.6. Intraprovincial PCV charges had an average fine of $53.6 and extraprovincial MVTA and PCV charges had an average fine of $53.5. HTA plate/licence charges had the lowest average fine of the six broad charge categories, $26.8 (range $25.1 to $27.8).

3.3.7/ Owner Location and Driver Location

About 90% of vehicles charged had an Ontario registered owner location, whereas 10.1% had non-Ontario origins. Of this proportion 5.7% had origins in other provinces, 4.0% had American registered owner locations, and 0.4% were unknown. Similarly, 91.2% of vehicles charged had an Ontario registered driver location, 4.8% of registered driver locations were from other provinces, 3.9% had an American registered driver location, and 0.1% were unknown.

Owner and driver origin-locations were examined in order to determine if a relationship exists between specific acts violated and owner and driver origins. The findings are presented in Table 16 through Table 19. As shown in the tables, the most common charge of the six broad categories for Ontario registered owner locations (69.4%), other provincial locations (69.3%), and unknown owner locations (71.4%) was overloads. Of the 20 general charge categories, axle unit weight overloads for dual axles was the most frequent overload offence for the three origin categories. With respect to American registered owner location, plate/licence violations were the most frequently charged offence of the six broad offence categories (85.0%). In fact, plate violations represented 85% of the total charges to American registered owner locations.

A similar pattern was found for registered driver locations. For the six broad charge categories, overload charges were most frequent for Ontario (69.2%), and other provincial driver locations (73.7%), whereas plate/licence charges were more prevalent in cases where driver origin was American (85.9%).

3.3.8/ Consignor Location and Consignee Location

The information regarding 289 consignor locations and 292 consignee locations was obtained from the CV charge reports. Of the consignors, 78.9% had Ontario origins, 8.7% were from other provinces, 10.7% were American, and 1.7% were from other locations. Of the consignees, 87.7% had Ontario origins, 4.8% were from other provinces, 7.2% were American, and 0.3% were from other locations.

Provisions for designating consignor and consignee location are only made on Commercial Vehicle Reports. Therefore, one would expect to find that the charge records related to PCV and the combination of MVTA and PCV violations would have information on consignor and consignee locations. As shown in Table 20 through Table 23, this was observed to be the case. In general, PCV regulations deal with intraprovincial commercial licensing, whereas the combination of MVTA and PCV charges represent violations of extraprovincial commercial licensing regulations. Approximately 83% of all charges laid with respect to both consignor and consignee location were intraprovincial charges. Charges to Ontario consignor and consignee location are predominantly PCV charges. In comparison, and not surprisingly, other provincial and American consignor and consignee locations had predominantly extraprovincial MVTA and PCV charges.

3.3.9/ Overloads

As indicated previously, overloads were the most frequently charged offence. The nature of these overloads was examined in order to provide a profile of overload charges. As shown in Table 24, axle unit overloads were the most frequent overload offence. In total, 85.9% of the axle unit overloads were charged. Axle unit overloads represent 75.9% of all overloads charged. The average axle unit overload was 2531 kg. Almost half (46.5%) of the vehicles with registered gross weight overloads were charged with gross weight overloads. Registered gross weight overloads represent 13.3% of overloads charged. The average registered gross weight overload was 2226 kg. The average axle group overload was 5591 kg, and 59.3% of these overloads were charged. The average gross vehicle overload was 2202 kg, and only 30.2% of these overloads were charged.

Although a vehicle may have several types of overloads at the time of inspection (e.g., simultaneous registered gross weight overload and axle unit overloads), usually the most serious (largest) overload is the one charged. The charged overloads were grouped in order to examine their relationship with other variables. As shown in Table 25, Ontario registered owner

locations had a lower average charged overload (2728 kg) than did other provincial locations (2954 kg) and American locations (3513 kg). With respect to driver locations, American locations had the lowest average charged overload (1980 kg) followed by Ontario locations (2723 kg) and other provincial locations (3086 kg) (See Table 26). Due to the small sample size of non-Ontario registered owners and drivers, comparisons should be interpreted with caution.

As shown in Table 27, the most frequently charged overloads (431 or 35.3%) were for vehicles with six axle units. The average charged overload for these vehicles was 3046 kg. The next most frequently charged overloads (330 or 27.0%) were for vehicles with five axle units. The average charged overload for these trucks was 2816 kg.

The most frequently charged overload was for vehicles transporting steel. As shown in Table 28 there were 417 charged overloads for steel with an average charged overload of 2739 kg. There were 242 charged overloads for stone (average charged overload 2951 kg) and 226 charged overloads for vehicles transporting general merchandise (average charged overload 2510 kg). The highest average charged overload was 3136 kg for trucks transporting miscellaneous goods.

In order to obtain some indication of the average fine for charged overloads, the charged overloads were grouped into 10 one-thousand kilogram intervals. About 38% of charged overloads were between 2001-3000 kg and an additional 32.5% were in the 1001-2000 kg range. The highest average fine was about $784 for the 10 vehicles with over 9000 kg charged overload. As shown in Table 29, as the charged overload category increases so does the average fine.

3.4/ Inspection Station Records

Another component of the pilot study was the examination of the inspection station records. A detail of the basic information and derived ratios for each of the three inspection stations, as well as the district total, is given in Table 30A through Table 33D. *A summary of some of the key basic and derived information is provided in Table 34.

Over 300 000 vehicles were inspected in the three inspection stations from April,1978 to March,1979. The Streetsville North inspection station accounted for 171 717 vehicle inspections, the Lorne Park inspection station accounted for 120 704 vehicle inspections, and the Victoria inspection station accounted for 8825 vehicle inspections.

As shown in Table 34, there were 2400 suspected violations of truck regulations, 59% of which were overload violations and 41% of which were all other violations combined. Overload violations represented the highest proportion of violations at all three inspection stations. Table 34 also shows the relative violation ratios (expressed as violations per 100 inspections) at the individual stations. The overall violation ratio was 0.797. The violation ratio for overloads was 0.470, and 0.327 for all other violations. The overall violation ratio at the Victoria inspection station was 1.416; the violation ratio at the Lorne Park inspection station was 0.920; the violation ratio at the Streetsville North inspection station was 0.678.

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*It should be pointed out that comparisons between stations are useful, but only to a certain degree. Some of the things that make comparisons difficult are that vehicle inspection stations have different operating hours with respect to time of day, day of week, and month of year.

4/ SUMMARY AND FURTHER ANALYSIS

The results of this study are useful in providing an overview of truck regulation violations of three inspection stations and mobile units in Mississauga. Several observations can be made from this pilot project.

1. Registered Gross Weight
- It was observed that differences between inspection stations and cruiser inspection exists, ranging from an average high of 42 815 kg in Lorne Park to an average low of 20 639 kg in cruiser-mobile unit inspections.

2. Axle Units
- Most vehicles charged (27.8%) had five axle units or six axle units (24.7%).

3. Freight
- Locational variability exists with regard to freight. The typical goods transported in each station are (for vehicles charged and for known freight): stone, Victoria (85.1%) and cruiser-mobile inspectons (22.3%); steel, Lorne Park (40.1%); and general merchandise, Streetsville North (26.7%).

It was observed that the most frequently charged overload was for vehicles transporting steel (average charged overload 2739 kg). The highest average charged overload, 3136 kg, was observed to be for trucks transporting miscellaneous goods. As different areas typically have certain types of freight being transported through them, the nature of the overloads with respect to each area should be examined individually.

4. Offence Distribution
- In general, of the total offences charged under the six broad charge categories, HTA overload violations were the most frequently charged offence (66.8%), followed by intraprovincial PCV charges (13.3%).
- Overload charges represent the highest proportion of charged violations in all stations.

- Specifically, of the 20 general charge categories the act or regulation charged most often was HTA 72-1-C (violation of maximum allowable axle unit weight for a dual axle). Violations of this act represent 40.3% of the total offences charged.

5. Time and Day of Inspection
- Most vehicles charged (75.6%) were charged between the hours of 8:00 a.m. and 4:00 p.m.
- Most vehicles charged (about 99%) were charged on a weekday.

6. Detention Time
- The average vehicle detention time was 26.5 min.
- Of the six broad charge categories HTA equipment or dimension charges had the longest detention time (47.3 min), whereas the shortest detention time was for intraprovincial PCV charges (15.3 min).
- Of the 20 general charge categories the longest detention time (64.9 min) was for HTA brake violations and the shortest detention time was for HTA equipment offences (12.9 min).

7. Settlement Time
- The average settlement time for all charges was five months.
- Of the six broad charge categories, the longest average settlement time was 8.2 months for both extraprovincial charges (combination of MVTA and PCV charges) and intraprovincial PCV charges.
- The shortest average settlement time was 3.6 months for HTA plate/licence charges.

8. Fines
- Of the six broad charge categories it was observed that overload charges had the highest average fine ($76.0).
- The lowest average fine for the five broad charge categories was for HTA plate/licence charges ($26.8).
- Specifically, of the 20 general charge categories the highest average fine was for violation of axle group weights ($169.4).

9. Owner Location/Driver Location and Consignor/Consignee Location
   - Ontario owners and drivers typically have more HTA overload charges.
   - American owners and drivers typically have more HTA plate charges with respect to owner and driver locations.
   - For non-Ontario consignor and consignee locations there is a predominance of extraprovincial MVTA and PCV charges.

10. Overloads
   - Overloads were the most frequently charged offence (66.8% of all charges).
   - Axle unit overloads were the most frequently charged overload (75.9%) followed by registered gross weight overloads (13.3%).
   - The most frequently charged overloads were for vehicles transporting steel (35.0%).

11. Inspection Station Records
   - The overall violation ratio (expressed as violations per 100 inspections) was 0.797.
   - The violation ratio for overloads was 0.470 whereas the violation ratio for all other violations was 0.327.

APPENDIX A

TABLE 1 TO TABLE 34

Table 1/ Distribution of Charge Records

Cruiser-Mobile	Lorne Park	Streetsville N.	Victoria	Total
373 (18.7)	791 (39.6)	737 (36.9)	94 (4.7)	1995 (99.9)

Table 2/ Information Source: Form Used

	Cruiser-Mobile	Lorne Park	Streetsville N.	Victoria	Total
HTA Weight Report	81 (21.7)	564 (71.3)	488 (66.2)	65 (69.1)	1198 (60.1)
HTA Report	52 (13.9)	137 (17.3)	135 (18.3)	24 (25.5)	348 (17.4)
Commercial Vehicle Report	142 (38.1)	62 (7.8)	112 (15.2)	5 (5.3)	321 (16.1)
Ticket	98 (26.3)	28 (3.5)	2 (0.3)	- -	128 (6.4)
Total	373 (100.0)	791 (99.9)	737 (100.0)	94 (99.9)	1995 (100.0)

Table 3/ Vehicle Registered Gross Weight

Kilograms	Cruiser-Mobile	Lorne Park	Streetsville N.	Victoria	Total
1-10 000	107 (28.7)	31 (3.9)	62 (8.4)	2 (2.1)	202 (10.1)
10 001-20 000	37 (9.9)	46 (5.8)	110 (14.9)	8 (8.5)	201 (10.1)
20 001-30 000	57 (15.3)	87 (11.0)	79 (10.7)	17 (18.1)	240 (12.0)
30 001-40 000	20 (5.4)	96 (12.1)	110 (14.9)	5 (5.3)	231 (11.6)
40 001-50 000	32 (8.6)	161 (20.4)	146 (19.8)	38 (40.4)	377 (18.9)
50 001-60 000	8 (2.1)	245 (31.0)	135 (18.3)	14 (14.9)	402 (20.2)
60 001-70 000	9 (2.4)	43 (5.4)	34 (4.6)	10 (10.6)	96 (4.8)
70 001-80 000	- -	1 (0.1)	- -	- -	1 (0.1)
OVER 80 000	1 (0.3)	- -	1 (0.1)	- -	2 (0.1)
UNKNOWN	102 (27.3)	81 (10.2)	60 (8.1)	- -	243 (12.2)
TOTAL	373 (100.0)	791 (99.9)	737 (99.8)	94 (99.9)	1995 (100.1)
AVERAGE * REGISTERED GROSS WEIGHT (kg)	20 639	42 815	36 459	39 361	36 743

* does not include vehicles with unknown registered gross weights

Table 4/ Vehicle Number of Axle Units

Number of Axle Units	Cruiser-Mobile	Lorne Park	Streetsville N.	Victoria	Total
One	3 (0.8)	- -	1 (0.1)	- -	4 (0.2)
Two	155 (41.6)	67 (8.5)	144 (19.5)	8 (8.5)	374 (18.7)
Three	54 (14.5)	56 (7.1)	49 (6.5)	14 (14.9)	172 (8.6)
Four	16 (4.3)	61 (7.7)	90 (12.2)	3 (3.2)	170 (8.5)
Five	51 (13.7)	214 (27.1)	246 (33.4)	43 (45.7)	554 (27.8)
Six	17 (4.6)	306 (38.7)	153 (20.8)	16 (17.0)	492 (24.7)
Seven	1 (0.3)	48 (6.1)	22 (3.0)	3 (3.2)	74 (3.7)
Eight	4 (1.1)	13 (1.6)	15 (2.0)	6 (6.4)	38 (1.9)
Unknown	72 (19.3)	26 (3.3)	18 (2.4)	1 (1.1)	117 (5.9)
TOTAL	373 (100.2)	791 (100.1)	737 (99.9)	94 (100.0)	1995 (100.0)

Table 5/ Freight Description

	Cruiser-Mobile	Lorne Park	Streetsville N.	Victoria	Total
Lumber	3 (0.8)	19 (2.4)	86 (11.7)	2 (2.1)	110 (5.5)
Stone	83 (22.3)	94 (11.9)	56 (7.6)	80 (85.1)	313 (15.7)
Steel	2 (0.5)	317 (40.1)	142 (19.3)	- -	461 (23.1)
Chemicals	7 (1.9)	7 (0.9)	21 (2.8)	1 (1.1)	36 (1.8)
Car Freight	- -	- -	1 (0.1)	- -	1 (0.1)
Petroleum	2 (0.5)	8 (1.0)	15 (2.0)	- -	25 (1.3)
General Merchandise	52 (13.9)	156 (19.7)	197 (26.7)	4 (4.3)	409 (20.5)
Farm Products	4 (1.1)	33 (4.2)	30 (4.1)	3 (3.2)	70 (3.5)
Miscellaneous	77 (20.6)	99 (12.5)	163 (22.1)	4 (4.3)	343 (17.2)
No Freight - Unknown	143 (38.3)	58 (7.3)	26 (3.5)	- -	227 (11.4)
Total	373 (99.9)	791 (100.0)	737 (99.9)	94 (100.1)	1995 (100.1)

Table 6/ Broad Charged Offence Categories

			Number	Percent of Total
A	Miscellaneous	HTA 2,78,125,418	20	(1.0)
B	Plate/Licence	HTA 6,8,9,13,61	165	(8.3)
C	Equipment/ Dimension	HTA 37,39,57 65,66,67,416	157	(7.9)
D	Overload	HTA 72,73,74,77	1332	(66.8)
E	PCV	PCV 1,2,12,15	266	(13.3)
F	MVTA and PCV	MVTA and PCV	55	(2.8)
	TOTAL		1995	(100.1)

Table 7/ General Charged Offence Categories

			Number	Percent of Total
A	Miscellaneous	HTA 2,78,125,418	20	(1.0)
B	Plate	HTA 6,8,9	103	(5.2)
	Licence	HTA 13,61	62	(3.1)
C	Equipment	HTA 37,57	9	(0.5)
	Dimension	HTA 65,66,67	120	(6.0)
D	Axle Unit Weight Dual Axle	HTA 72-1-C	803	(40.3)
	Axle Unit Weight Other Axles	HTA 72-1-others	194	(9.7)
	Axle Unit Weight Weights Restriction	HTA 72-others	5	(0.3)
	Axle Group Weights	HTA 73	15	(0.8)
	Gross Vehicle Weights	HTA 74	111	(5.6)
	Permit Weights	HTA 77-1	188	(9.4)
	Carr. Permit	HTA 77-others	16	(0.8)
E	No Oper. Licence	PCV 2-1-A	140	(7.0)
	Veh. Licence Required	PCV 2-1-B	35	(1.8)
	Contrary to Terms of Licence	PCV 2-1-others	60	(3.0)
	Documents	PCV 2-others	19	(1.0)
	Oper. Licence	PCV 1,12,15	12	(0.6)
F	MVTA 3-1 and PCV 2-1-A	MVTA 3-1 and PCV 2-1-B	42	(2.1)
	MVTA 3-1 and PCV 2-1-B	MVTA 3-1 and PCV 2-1-B	13	(0.7)
	Total		1995	(99.9)

Table 8/ Station Distribution of Broad Charged Offence Categories

			Cruiser-Mobile	Lorne Park	Streetsville N.	Victoria
A	Miscellaneous	HTA 2,78,125,418	14 (3.8)	3 (0.4)	2 (0.3)	1 (1.1)
B	Plate/Licence	HTA 6,8,9,13,61	38 (10.2)	56 (7.1)	70 (9.5)	1 (1.1)
C	Equipment/ Dimension	HTA 37,39,57 65,66,67,416	32 (8.6)	57 (7.2)	54 (7.3)	14 (14.9)
D	Overload	HTA 72,73,74,77	146 (39.1)	613 (77.5)	500 (67.8)	73 (77.7)
E	PCV	PCV 1,2,12,15	139 (37.3)	35 (4.4)	87 (11.8)	5 (5.3)
F	MVTA and PCV	MVTA and PCV	4 (1.1)	27 (3.4)	24 (3.3)	- -
	Total		373 (100.1)	791 (100.0)	737 (100.0)	94 (100.1)

Table 9/ Station Distribution of General Charged Offence Categories

			Cruiser-Mobile	Lorne Park	Streetsville N.	Victoria
A	Miscellaneous	HTA 3,78,125,418	14 (3.8)	3 (0.4)	2 (0.3)	1 (1.1)
B	Plate	HTA 6,8,9	6 (1.6)	50 (6.3)	47 (6.4)	- -
	Licence	HTA 13,61	32 (8.6)	6 (0.8)	23 (3.1)	1 (1.1)
	Equipment	HTA 37,57	5 (1.3)	1 (0.1)	2 (0.3)	1 (1.1)
C	Brake	HTA 39,416	1 (0.3)	19 (2.4)	8 (1.1)	- -
	Dimension	HTA 65,66,67	26 (7.0)	37 (4.7)	44 (6.0)	13 (12.8)
	Axle Unit Weight Dual Axle	HTA 72-1-C	72(19.4)	434(54.9)	250 (33.9)	47 (50.0)
	Axle Unit Weight Other Axles	HTA 72-1-others	2 (0.5)	95(12.0)	93 (12.6)	4 (4.3)
	Axle Unit Weight Weights Restriction	HTA 72-others	2 (0.5)	2 (0.3)	1 (0.1)	- -
D	Axle Group Weights	HTA 73	5 (1.3)	7 (0.9)	3 (0.4)	- -
	Gross Vehicle Weights	HTA 74	18 (4.8)	48 (6.1)	30 (4.1)	15 (16.0)
	Permit Weights	HTA 77-1	38(10.2)	25 (3.2)	118 (16.0)	7 (7.4)
	Carr. Permit	HTA 77-others	9 (2.4)	2 (0.3)	5 (0.7)	- -
	No Oper. Licence	PCV 2-1-A	82 (22.0)	16 (2.0)	40 (5.4)	2 (2.1)
	Veh. Licence Required	PCV 2-1-B	15 (4.0)	7 (0.9)	12 (1.6)	1 (1.1)
E	Contrary to Terms Of Licence	PCV 2-1-others	24 (6.4)	8 (1.0)	26 (3.5)	2 (2.1)
	Documents	PCV 2-others	7 (1.9)	4 (0.5)	8 (1.1)	- -
	Oper. Licence	PCV 1,12,15	11 (2.9)	- -	1 (0.1)	- -
F	MVTA 3-1 and PCV 2-1 and	MVTA 3-1 and PCV 2-1-A	2 (0.5)	23 (2.9)	17 (2.3)	- -
	MVTA 3-1 and PCV 2-1-B	MVTA 3-1 and PCV 2-1-B	2 (0.5)	4 (0.5)	7 (0.9)	- -
	Total		373 (99.8)	791 (100.2)	737 (99.9)	94(100.1)

10A/ Time of Inspection

	Cruiser-Mobile	Lorne Park	Streetsville N.	Victoria	Total
Midnight - 1 AM	0 (0.0)	3 (0.4)	5 (0.7)	0 (0.0)	8 (0.4)
1 - 2 AM	2 (0.5)	12 (1.5)	6 (0.8)	0 (0.0)	20 (1.0)
2 - 3 AM	1 (0.3)	13 (1.6)	6 (0.8)	0 (0.0)	20 (1.0)
3 - 4 AM	3 (0.8)	7 (0.9)	8 (1.1)	0 (0.0)	18 (0.9)
4 - 5 AM	0 (0.0)	3 (0.4)	6 (0.8)	0 (0.0)	9 (0.5)
5 - 6 AM	0 (0.0)	4 (0.5)	1 (0.1)	0 (0.0)	5 (0.3)
6 - 7 AM	2 (0.5)	13 (1.6)	20 (2.7)	1 (1.1)	36 (1.8)
7 - 8 AM	3 (0.8)	49 (6.2)	50 (6.8)	7 (7.4)	109 (5.5)
8 - 9 AM	21 (5.6)	89 (11.3)	83 (11.3)	10 (10.6)	203 (10.2)
9 -10 AM	47 (12.6)	81 (10.2)	86 (11.7)	16 (17.0)	230 (11.5)
10-11 AM	67 (18.0)	76 (9.6)	64 (8.7)	12 (12.8)	219 (11.0)
11-12 AM	68 (18.2)	89 (11.3)	58 (7.9)	17 (18.1)	232 (11.6)
12 Noon-1 PM	43 (11.5)	76 (9.6)	75 (10.2)	9 (9.6)	203 (10.2)
1 - 2 PM	43 (11.5)	72 (9.1)	65 (8.8)	16 (17.0)	196 (9.8)
2 - 3 PM	43 (11.5)	46 (5.8)	53 (7.2)	6 (6.4)	148 (7.4)
3 - 4 PM	15 (4.0)	25 (3.2)	38 (5.2)	0 (0.0)	78 (3.9)
4 - 5 PM	4 (1.1)	26 (3.3)	32 (4.3)	0 (0.0)	62 (3.1)
5 - 6 PM	3 (0.8)	24 (3.0)	25 (3.4)	0 (0.0)	52 (2.6)
6 - 7 PM	1 (0.3)	11 (1.4)	17 (2.3)	0 (0.0)	29 (1.5)
7 - 8 PM	5 (1.3)	18 (2.3)	12 (1.6)	0 (0.0)	35 (1.8)
8 - 9 PM	0 (0.0)	17 (2.1)	13 (1.8)	0 (0.0)	30 (1.5)
9 -10 PM	0 (0.0)	12 (1.5)	3 (0.4)	0 (0.0)	15 (0.8)
10-11 PM	0 (0.0)	8 (1.0)	5 (0.7)	0 (0.0)	13 (0.7)
11 - 12 Midnight	1 (0.3)	17 (2.1)	6 (0.8)	0 (0.0)	1 (0.0)
Unknown	1 (0.3)	0 (0.0)	0 (0.0)	0 (0.0)	1 (0.0)
Total	373 (100.0)	791(100.0)	737(100.0)	94(100.0)	1995(100.0)

Table 10B/ Time of Inspection (Grouped)

	Cruiser-Mobile	Lorne Park	Streetsville N.	Victoria	Total
Midnight - 8 AM	11 (2.9)	104 (13.2)	102 (13.8)	8 (8.5)	225 (11.3)
8 AM - 4 PM	347 (93.0)	554 (70.0)	522 (70.8)	86 (91.5)	1509 (75.6)
4 PM - Midnight	14 (3.8)	133 (16.8)	113 (15.4)	- -	260 (13.0)
Unknown	1 (0.3)	- -	- -	- -	1 (0.0)
Total	373 (100.0)	791 (100.0)	737 (100.0)	94 (100.0)	1995 (99.9)

TAble 11/ Vehicle Inspection: Day of Week

	Cruiser-Mobile	Lorne Park	Streetsville N.	Victoria	Total
Mon.	37 (9.9)	56 (7.1)	58 (7.9)	4 (4.3)	155 (7.8)
Tue.	79 (21.2)	190 (24.0)	161 (21.8)	26 (27.7)	456 (22.9)
Wed.	82 (22.0)	190 (24.0)	159 (21.6)	28 (29.8)	459 (23.0)
Thur.	85 (22.8)	211 (26.7)	192 (26.1)	20 (21.3)	508 (25.5)
Fri.	88 (23.6)	134 (16.9)	159 (21.6)	16 (17.0)	397 (19.9)
Sat.	2 (0.5)	7 (0.9)	8 (1.1)	- -	17 (0.9)
Sun.	- -	3 (0.4)	- -	- -	3 (0.1)
Total	373 (100.0)	791 (100.0)	737 (100.1)	94 (100.1)	1995 (100.1)

Table 12/ Broad Charge Categories: Vehicle Detention Time - Charge Settlement Time

			Average Vehicle Detention Time*				Average Time Taken*** From Inspection to Court Date	
			Total Sample**		Mobile Units		Total Sample	
			Number	Minutes	Number	Minutes	Number	Months
		HTA						
A	Miscellaneous	2,78,125,418	12	23.7	7	25.0	20	5.9
		HTA						
B	Plate/Licence	6,8,9,13,61	153	22.0	31	15.7	158	3.6
	Equipment/	HTA 37,39,57						
C	Dimension	65,66,67,416	129	47.3	16	16.2	151	4.1
		HTA						
D	Overload	72,73,74,77	1207	27.7	62	25.1	1288	4.5
		PCV						
E	PCV	1,2,12,15	264	15.3	137	15.0	259	8.2
F	MVTA and PCV	MVTA and PCV	55	19.1	4	18.7	54	8.2
	Total		1820	26.5	257	17.9	1930	5.0

* does not include cases where vehicle detention times are unknown

** includes MOBILE UNITS

*** does not include where settlement times are unknown

Table 13/ General Charge Categories: Vehicle Detention Time - Charge Settlement Time

			Average Vehicle Detention Time*				Average Time Taken From Inspection to Court Date***	
			Total Sample**		Mobile Units		Total Sample	
			Number	Minutes	Number	Minutes	Number	Months
A	Miscellaneous	HTA 2,78,125,418	20	23.7	7	25.0	20	5.9
B	Plate	HTA 6,8,9	100	25.2	5	14.0	98	3.3
	Licence	HTA 13,61	53	16.0	26	16.0	60	4.1
	Equipment	HTA 37,57	7	12.9	3	10.0	9	5.8
C	Brake	HTA 39,416	26	64.9	1	20.0	27	4.3
	Dimension	HTA 65,66,67	96	45.0	12	17.5	115	3.9
	Axle Unit Weight Dual Axle	HTA 72-1-C	725	29.6	24	22.3	775	4.5
	Axle Unit Weight Other Axles	HTA 72-1-others	189	21.7	1	60.0	189	4.5
D	Axle Unit Weight Weights Restriction	HTA 72-others	3	46.7	-	-	4	6.7
	Axle Group Weights	HTA 73	10	49.0	-	-	15	4.3
	Gross Vehicle Weights	HTA 74	92	35.8	5	28.0	107	4.9

Cont'd Table 13/ General Charge Categories: Vehicle Detention Time - Charge Settlement Time

	Permit Weights	HTA 77-1	177	20.8	27	25.9	183	4.1
	Carr. Permit	HTA 77-others	11	19.7	5	24.0	15	4.8
	No Oper. Licence	PCV 2-1-A	139	15.3	81	15.1	134	8.5
	Vehicle Licence Req.	PCV 2-1-B	35	13.7	15	14.7	35	8.0
E	Contrary to Terms of Licence	PCV 2-1-others	59	15.3	23	15.4	59	8.1
	Documents	PCV 2-others	19	18.5	7	14.6	19	6.2
	Oper. Licence	PCV 1,12,15	12	14.2	11	13.6	12	9.3
F	MVTA 3-1 and PCV 2-1-A	MVTA 3-1 and PCV 2-1-A	42	19.5	2	15.0	41	8.4
	MVTA 3-1 and PCV 2-1-B	MVTA 3-1 and PCV 2-1-B	13	17.8	2	22.5	13	7.7
	Total		1820	26.5	257	17.9	1930	5.0

* does not include cases where vehicle detention times are unknown

** includes MOBILE UNITS

*** does not include cases where settlement times are unknown

Table 14/ Broad Charge Categories: Fine

			Number	Average* Fine ($)
A	Miscellaneous	HTA 2,78,125,418	15	52.6
B	Plate/Licence	HTA 6,8,9,13,61	155	26.8
C	Equipment/ Dimension	HTA 37,39,57 65,66,67,416	150	68.5
D	Overload	HTA 72,73,74,77	1305	76.0
E	PCV	PCV 1,3,12,15	235	53.6
F	MVTA and PCV	MVTA and PCV	44	53.5
	Total		1904	67.9

* does not include cases where there was no fine

Table 15/ General Charge Categories: Fine

			Number	Average* Fine ($)
A	Miscellaneous	HTA 2,78,125,418	15	52.6
B	Plate	HTA 6,8,9	99	27.8
	Licence	HTA 13,61	56	25.1
C	Equipment	HTA 37,57	8	26.3
	Dimension	HTA 65,66,67	115	74.9
D	Axle Unit Weight Dual Axle	HTA 72-1-C	789	64.0
	Axle Unit Weight Other Axles	HTA 72-1-others	190	59.5
	Axle Unit Weight Weights Restriction	HTA 72-others	5	53.0
	Axle Group Weights	HTA 73	15	169.4
	Gross Vehicle Weights	HTA 74	108	136.0
	Permit Weights	HTA 77-1	183	103.2
	Carr. Permit	HTA 77-others	15	64.7
E	No Oper. Licence	PCV 2-1-A	123	53.6
	Veh. Licence Required	PCV 2-1-B	30	53.9
	Contrary to Terms of Licence	PCV 2-1-others	54	53.5
	Documents	PCV 2-others	16	52.9
	Oper. Licence	PCV 1,12,15	12	53.7
F	MVTA 3-1 and PCV 2-1 A	MVTA 3-1 and PCV 2-1-A	34	53.4
	MVTA 3-1 and PCV 2-1-B	MVTA 3-1 and PCV 2-1-B	10	54.0
	TOTAL		1904	67.9

* does not include cases where there was no fine

Table 16/ Broad Charge Categories: Registered Owner Location

			Ontario	Other Province	U.S.A.	Unknown	Total
A	Miscellaneous	HTA 2,78,125,418	19 (1.1)	- -	- -	1 (14.3)	20 (1.0)
B	Plate/Licence	HTA 6,8,9,13,61	92 (5.1)	5 (4.4)	68 (85.0)	- -	165 (8.3)
C	Equipment/ Dimension	HTA 37,39,57 65,66,67,416	151 (8.4)	3 (2.6)	2 (2.5)	1 (14.3)	157 (7.9)
D	Overload	HTA 72,73,74,77	1245 (69.4)	79 (69.3)	3 (3.8)	5 (71.4)	1332 (66.8)
E	PCV	PCV 1,2,12,15	263 (14.7)	- -	3 (3.8)	- -	266 (13.3)
F	MVTA and PCV	MVTA and PCV	24 (1.3)	27 (23.7)	4 (5.0)	- -	55 (2.8)
	Total		1794 (100.0)	114 (100.0)	80 (100.1)	7 (100.0)	1995 (100.1)

Table 17/ General Charge Categories: Owner Location

			Ontario	Other Province	U.S.A.	Unknown	Total
A	Miscellaneous	HTA 2,78,125,418	19 (1.1)	- -	- -	1 (14.3)	20 (1.0)
B	Plate	HTA 6,8,9	31 (1.7)	4 (3.5)	68 (85.0)	- -	103 (5.2)
	Licence	HTA 13,61	61 (3.4)	1 (0.9)	- -	- -	62 (3.1)
	Equipment	HTA 37,57	9 (0.5)	- -	- -	- -	9 (0.5)
C	Brake	HTA 39,416	28 (1.6)	- -	- -	- -	28 (1.4)
	Dimension	HTA 65,66,67	114 (6.4)	3 (2.6)	2 (2.5)	1 (14.3)	120 (6.0)
	Axle Unit Weight Dual Axle	HTA 72-1-C	745 (41.5)	53 (46.5)	1 (1.3)	4 (57.1)	803 (40.3)
	Axle Unit Weight Other Axles	HTA 72-1-others	188 (10.5)	6 (5.3)	- -	- -	194 (9.7)
	Axle Unit Weight Weights Restriction	HTA 72-others	5 (0.3)	- -	- -	- -	5 (0.3)
D	Axle Group Weights	HTA 73	13 (0.7)	2 (1.8)	- -	- -	15 (0.8)
	Gross Vehicle Weights	HTA 74	103 (5.7)	7 (6.1)	1 (1.3)	- -	111 (5.6)
	Permit Weights	HTA 77-1	176 (9.8)	11 (9.6)	1 (1.3)	- -	188 (9.4)
	Carr. Permit	HTA 77-others	15 (0.8)	- -	- -	1 (14.3)	16 (0.8)
	No Oper. Licence	PCV 2-1-A	138 (7.7)	- -	2 (2.5)	- -	140 (7.0)
	Vehicle Licence Req.	PCV 2-1-B	34 (1.9)	- -	1 (1.3)	- -	35 (1.8)
E	Contrary to Terms of Licence	PCV 2-1-others	60 (3.3)	- -	- -	- -	60 (3.0)
	Documents	PCV 2-others	19 (1.1)	- -	- -	- -	19 (1.0)
	Oper. Licence	PCV 1,12,15	12 (0.7)	- -	- -	- -	12 (0.6)
F	MVTA 3-1 and PCV 2-1-A	MVTA 3-1 and PCV 2-1-A	18 (1.0)	23 (20.2)	1 (1.3)	- -	42 (2.1)
	MVTA 3-1 and PCV 2-1-B	MVTA 3-1 AND PCV 2-1-B	6 (0.3)	4 (3.5)	3 (3.8)	- -	13 (0.7)
	Total		1794 (100.0)	114 (100.0)	80 (100.3)	7 (100.0)	1995 (100.3)

Table 18/ Broad Charged Categories: Registered Driver Location

			Ontario	Other Province	U.S.A.	Unknown	Total
A	Miscellaneous	HTA 2,78,125,419	19 (1.0)	- -	- -	1 (50.0)	20 (1.0)
B	Plate/Licence	HTA 6,8,9,13,61	94 (5.2)	4 (4.2)	67 (85.9)	- -	165 (8.3)
C	Equipment/ Dimension	HTA 37,39,37 65,67,77,416	150 (8.2)	4 (4.2)	2 (2.6)	1 (50.0)	157 (7.9)
D	Overload	HTA 72,73,74,77	1260 (69.2)	70 (73.7)	2 (2.6)	- -	1332 (66.8)
E	PCV	PCV 1,2,12,15	263 (14.5)	- -	3 (3.8)	- -	266 (13.3)
F	MVTA and PCV	MVTA and PCV	34 (1.9)	17 (17.9)	4 (5.1)	- -	55 (2.8)
	Total		1820 (100.0)	95 (100.0)	78 (100.0)	2 (100.0)	1995 (100.1)

Table 19/ General Charge Categories: Driver Location

			Ontario	Other Province	U.S.A.	Unknown	Total
A	Miscellaneous	HTA 2,78,125,418	19 (1.0)	- -	- -	1 (50.0)	20 (1.0)
B	Plate	HTA 6,8,9	33 (1.8)	3 (3.2)	67 (85.9)	- -	103 (5.2)
	Licence	HTA 13,61	61 (3.4)	1 (1.1)	- -	- -	62 (3.1)
	Equipment	HTA 37,57	9 (0.5)	- -	- -	- -	9 (0.5)
C	Brake	HTA 39,416	28 (1.5)	- -	- -	- -	28 (1.4)
	Dimension	HTA 65,66,67	113 (6.2)	4 (4.2)	2 (2.6)	1 (50.0)	120 (6.0)
	Axle Unit Weight Dual Axle	HTA 72-1-C	754 (41.4)	47 (49.5)	2 (2.6)	- -	803 (40.3)
	Axle Unit Weight Other Axles	HTA 72-1-others	190 (10.4)	4 (4.2)	- -	- -	194 (9.7)
	Axle Unit Weight Weights Restriction	HTA 72-others	5 (0.3)	- -	- -	- -	5 (0.3)
D	Axle Group Weights	HTA 73	13 (0.7)	2 (2.1)	- -	- -	15 (0.8)
	Gross Vehicle Weights	HTA 74	105 (5.8)	6 (6.3)	- -	- -	111 (5.6)
	Permit Weights	HTA 77-1	177 (9.7)	11 (11.6)	- -	- -	188 (9.4)
	Carr. Permit	HTA 77-others	16 (0.9)	- -	- -	- -	16 (0.8)
	No Oper. Licence	PCV 2-1-A	138 (7.6)	- -	2 (2.6)	- -	140 (7.0)
	Veh. Licence Req.	PCV 2-1-B	34 (1.9)	- -	1 (1.3)	- -	35 (1.8)
E	Contrary to Terms of Licence	PCV 2-1-others	60 (3.3)	- -	- -	- -	60 (3.0)
	Documents	PCV 2-others	19 (1.0)	- -	- -	- -	19 (1.0)
	Oper. Licence	PCV 1,12,15	12 (0.7)	- -	- -	- -	12 (0.6)
F	MVTA 3-1 and PCV 2-1-A	MVTA 3-1 and PCV 2-1-A	26 (1.4)	15 (15.8)	1 (1.3)	- -	42 (2.1)
	MVTA 3-1 and PCV 2-1-B	MVTA 3-1 and PCV 2-1-B	8 (0.4)	2 (2.1)	3 (3.8)	- -	13 (0.7)
	Total		1820 (99.9)	95 (100.1)	78 (100.1)	2 (100.0)	1995 (100.3)

Table 20/ Broad Charged Categories: Consignor Location

			Ontario	Other Province	U.S.A.	Other	Total
A	Miscellaneous	HTA 2,78,125,418	3 (1.3)	- -	- -	- -	3 (1.0)
B	Plate/Licence	HTA 6,8,9,13,61	- -	- -	- -	- -	- -
C	Equipment/ Dimension	HTA 37,39,57 65,66,67,416	- -	- -	- -	- -	- -
D	Overload	HTA 72,73,74,77	- -	- -	- -	- -	- -
E	PCV	PCV 1,2,12,15	208 (91.2)	11 (44.0)	15 (48.4)	5 (100.0)	239 (82.7)
F	MVTA and PCV	MVTA and PCV	17 (7.5)	14 (56.0)	16 (51.6)	- -	47 (16.3)
	Total		228 (100.0)	25 (100.0)	31 (100.0)	5 (100.0)	289 (100.0)

Table 21/ General Charge Categories: Consignor Location

			Ontario	Other Province	U.S.A.	Other	Total
A	Miscellaneous	HTA 2,78,125,418	3 (1.3)	- -	- -	- -	3 (1.0)
B	Plate	HTA 6,8,9	- -	- -	- -	- -	- -
	Licence	HTA 13,61	- -	- -	- -	- -	- -
	Equipment	HTA 37,57	- -	- -	- -	- -	- -
C	Brake	HTA 39,416	- -	- -	- -	- -	- -
	Dimension	HTA 65,66,67	- -	- -	- -	- -	- -
	Axle Unit Weight Dual Axle	HTA 72-1-C	- -	- -	- -	- -	- -
	Axle Unit Weight Other Axles	HTA 72-1-others	- -	- -	- -	- -	- -
	Axle Unit Weight Weights Restriction	HTA 72-others	- -	- -	- -	- -	- -
D	Axle Group Weights	HTA 73	- -	- -	- -	- -	- -
	Gross Vehicle Weights	HTA 74	- -	- -	- -	- -	- -
	Permit Weights Weights	HTA 77-1	- -	- -	- -	- -	- -
	Carr. Permit	HTA 77-others	- -	- -	- -	- -	- -
	No Oper. Licence	PCV 2-1-A	109 (47.8)	5 (20.0)	9 (29.0)	3 (60.0)	126 (43.6)
	Veh. Licence Req.	PCV 2-1-B	26 (11.4)	3 (12.0)	2 (6.5)	- -	31 (10.7)
E	Contrary to Terms of Licence	PCV 2-1-others	54 (23.7)	1 (4.0)	- -	1 (20.0)	56 (19.4)
	Documents	PCV 2-others	12 (5.3)	2 (8.0)	1 (3.2)	- -	15 (5.2)
	Oper. Licence	PCV 1,12,15	7 (3.1)	- -	3 (9.7)	1 (20.0)	11 (3.8)
F	MVTA 3-1 and PCV 2-1-A	MVTA 3-1 and PCV 2-1-A	14 (6.1)	11 (44.0)	12 (38.7)	- -	37 (12.8)
	MVTA 3-1 and PCV 2-1-B	MVTA 3-1 and PCV 2-1-B	3 (1.3)	3 (12.0)	4 (1.2.9)	- -	10 (3.5)
	Total		228 (100.0)	25 (100.0)	31 (100.0)	5 (100.0)	289 (100.0)

Table 22/ Broad Charged Categories: Consignee Location

			Ontario	Other Province	U.S.A.	Other	Total
A	Miscellaneous	HTA 2,78,125,418	3 (1.2)	- -	- -	- -	3 (1.0)
B	Plate/Licence	HTA 6,8,9,13,61	- -	- -	- -	- -	- -
C	Equipment/ Dimension	HTA 37,39,57 65,66,67,416	- -	- -	- -	- -	- -
D	Overload	HTA 72,73,74,77	- -	- -	- -	- -	- -
E	PCV	PCV 1,2,12,15	230 (89.8)	4 (28.6)	8 (38.1)	1 (100.0)	243 (83.2)
F	MVTA and PCV	MVTA and PCV	23 (9.0)	10 (71.4)	13 (61.9)	- -	46 (15.8)
	Total		256 (100.0)	14 (100.0)	21 (100.0)	1 (100.0)	292 (100.0)

Table 23/ General Charge Categories: Consignee Location

			Ontario	Other Province	U.S.A.	Other	Total
A	Miscellaneous	HTA 2,78,125,418	3 (1.2)	- -	- -	- -	3 (1.0)
B	Plate	HTA 6,8,9	- -	- -	- -	- -	- -
	Licence	HTA 13,61	- -	- -	- -	- -	- -
	Equipment	HTA 37,57	- -	- -	- -	- -	- -
C	Brake	HTA 39,416	- -	- -	- -	- -	- -
	Dimension	HTA 65,66,67	- -	- -	- -	- -	- -
	Axle Unit Weight Dual Axle	HTA 72-1-C	- -	- -	- -	- -	- -
	Axle Unit Weight Other Axles	HTA 72-1-others	- -	- -	- -	- -	- -
	Axle Unit Weight Restriction	HTA 72-others	- -	- -	- -	- -	- -
D	Axle Group Weights	HTA 73	- -	- -	- -	- -	- -
	Gross Vehicle Weights	HTA 74	- -	- -	- -	- -	- -
	Permit Weights	HTA 77-1	- -	- -	- -	- -	- -
	Carr. Permit	HTA 77-others	- -	- -	- -	- -	- -
	No Oper. Licence	PCV 2-1-A	121 (47.3)	2 (14.3)	5 (23.8)	1 (100.0)	129 (44.2)
	Veh. Licence Req.	PCV 2-1-B	29 (11.3)	2 (14.3)	- -	- -	31 (10.6)
E	Contrary to Terms of Licence	PCV 2-1-others	55 (21.5)	- -	1 (4.8)	- -	56 (19.2)
	Documents	PCV 2-others	14 (5.5)	- -	2 (9.5)	- -	16 (5.5)
	Oper. Licence	PCV 1,12,15	11 (4.3)	- -	- -	- -	11 (3.8)
F	MVTA 3-1 and PCV 2-1-A	MVTA 3-1 and PCV 2-1-A	16 (6.3)	9 (64.3)	11 (52.4)	- -	36 (12.3)
	MVTA 3-1 and PCV 2-1-B	MVTA 3-1 and PCV 2-1-B	7 (2.7)	1 (7.1)	2 (9.5)	- -	10 (3.4)
	Total		256 (99.9)	14 (100.0)	21 (100.0)	1 (100.0)	292 (100.0)

Table 24/ Overloads

	Number of Vehicles	Average Charged Overload kg	Charged	% Of Overload Charged
Highest Axle Unit Overload	1197	2531	977 (75.9)	85.9
Highest Axle Group Overload	39	5591	16 (1.2)	59.3
Gross Vehicle Cverload	519	2202	124 (9.6)	30.2
Registered Gross Weight Overload	444	2226	171 (13.3)	46.5
Total			1288 (100.0)	

Table 25/ Charged Overload - Registered Owner Location*

	Number	Average Charged Overload kg
Ontario	1206	2728
Other Province	75	2954
U.S.A.	3	3513
Total	1294	2743

* Due to the small size of non-Ontario registered owner locations, comparisons between origins should be interpreted with caution.

Table 26/ Charged Overload - Registered Driver Location

	Number	Average Charged Overload kg
Ontario	1221	2723
Other Province	65	3086
U.S.A.	2	1980
Total	1288	2741

* Due to the small sample size of non-Ontario registered owner locations, comparisons between origins should be interpreted with caution.

Table 27/ Charged Overload - Number of Axle Units*

	Number	Average Charged Overload kg
Two	121 (9.9)	1925
Three	123 (10.1)	2589
Four	126 (10.3)	2360
Five	330 (27.0)	2816
Six	431 (35.3)	3046
Seven	66 (5.4)	2938
Eight	23 (1.9)	3496
Total	1220 (99.9)	2758

* excludes vehicles with unknown numbers of axle units

TABLE 28/ Charged Overload - Freight Description*

	Number	Average Charged Overload
Lumber	75 (6.3)	2630
Stone	242 (20.3)	2951
Steel	417 (35.0)	2739
Chemicals	21 (1.8)	2880
Car Freight	- -	- -
Petroleum	21 (1.8)	2917
General Merchandise	226 (19.0)	2510
Farm Products	51 (4.3)	2163
Miscellaneous	138 (11.6)	3136
Total	1191 (100.1)	2758

* excludes vehicles carrying no freight or with unknown freight

Table 29/ Charged Overload - Fine*

Kilograms	Number	Percentage	Average Fine ($)
1-1000	5	0.4	53.0
1001-2000	418	32.5	53.3
2001-3000	487	37.8	55.3
3001-4000	227	17.6	70.4
4001-5000	61	4.7	90.3
5001-6000	26	2.0	214.4
6001-7000	13	1.0	237.2
7001-8000	8	0.6	300.4
8001-9000	7	0.5	484.7
over 9000	10	0.8	784.3
Total	1288	100.0	73.9

*excludes cases where there was no fine

Table 30/ Inspection Station Summary: Detail, Three Stations

Table 30A/ WEEKDAY - BASIC INFORMATION

Total (3 Stations)	Operating Hours	Man Hours	Number of Inspections	Overload Violations	Other Violations	Total Violations
Mon.	232.00	653.75	25 162	109	80	189
Tue.	603.25	1746.50	73 588	332	222	554
Wed.	585.00	1686.00	67 764	320	249	569
Thur.	629.00	1802.50	72 198	361	271	632
Fri.	502.75	1498.50	60 805	279	150	429
Sat.	31.25	87.50	1 207	8	11	19
Sun.	16.50	34.00	522	6	2	8
Total	2599.75	7508.75	301 246	1415	985	2400

TABLE 30B/ WEEKDAY - DERIVED RATIO

Total (3 Stations)	Inspections per OH*	Inspections per MH*	Overloads per OH*	Overloads per MH*	Total per OH*	Total per MH*	Violations Overloads per 100 inspections	Violations Other per 100 inspections	Violations Total per 100 inspections
Mon.	108.5	38.5	0.470	0.167	0.815	0.289	0.433	0.318	0.751
Tues.	122.0	42.1	0.550	0.190	0.918	0.317	0.451	0.302	0.753
Wed.	115.8	40.2	0.547	0.190	0.973	0.337	0.472	0.367	0.840
Thur.	114.8	40.1	0.574	0.200	0.995	0.351	0.500	0.375	0.875
Fri.	120.9	40.6	0.555	0.186	0.853	0.286	0.459	0.247	0.706
Sat.	38.6	13.8	0.256	0.091	0.608	0.217	0.663	0.911	1.574
Sun.	31.6	15.4	0.364	0.176	0.485	0.235	1.149	0.383	1.533
Total	115.9	40.1	0.544	0.188	0.923	0.320	0.470	0.327	0.797

* OH - Operating Hour
MH - Man Hour

Table 30C/ MONTH OF YEAR - BASIC INFORMATION

Total (3 Stations)	Operating Hours	Man Hours	Number of Inspections	Overload Violations	Other Violations	Total Violations
Jan.	195.00	563.75	27 397	97	71	168
Feb.	234.75	519.25	22 466	80	56	136
Mar.	281.50	625.00	23 399	111	107	218
Apr.	220.00	762.25	26 303	124	112	236
May.	228.25	740.75	28 317	111	111	222
Jun.	220.50	701.80	28 061	123	80	180
July	166.75	487.00	19 716	103	68	164
Aug.	235.75	185.75	31 674	135	93	228
Sept.	191.75	583.50	24 339	140	63	193
Oct.	245.00	742.50	32 598	186	101	287
Nov.	177.50	543.25	23 454	120	73	193
Dec.	203.00	554.75	23 522	102	50	152
Total	2599.75	7508.75	301 246	1415	985	2400

Table 30D/ MONTH OF YEAR - DERIVED RATIO

Total	Inspections		Overloads		Total		Violations		
							Overloads	Other	Total
(3 Stations)	per OH*	per MH*	per OH*	per MH*	per OH*	per MH*	per 100 inspections		
Jan.	140.5	48.6	0.497	0.172	0.862	0.298	0.354	0.259	0.613
Feb.	95.7	43.3	0.341	0.154	0.579	0.262	0.356	0.249	0.605
Mar.	83.1	37.4	0.394	0.178	0.774	0.349	0.474	0.457	0.932
Apr.	119.6	34.5	0.564	0.163	1.073	0.310	0.471	0.426	0.897
May.	124.1	38.2	0.486	0.150	0.973	0.300	0.392	0.392	0.784
June.	127.3	40.0	0.558	0.175	0.816	0.257	0.438	0.285	0.641
July.	118.2	40.5	0.618	0.211	0.984	0.337	0.522	0.345	0.832
Aug.	134.4	46.2	0.573	0.197	0.967	0.332	0.426	0.294	0.720
Sept.	126.9	41.7	0.730	0.240	1.007	0.331	0.575	0.259	0.793
Oct.	133.1	43.9	0.759	0.250	1.171	0.387	0.571	0.310	0.880
Nov.	132.1	43.2	0.676	0.220	1.087	0.355	0.512	0.311	0.823
Dec.	115.9	42.4	0.502	0.184	0.749	0.274	0.434	0.212	0.646
Total	115.9	40.1	0.544	0.188	0.923	0.320	0.470	0.327	0.797

* OH - Operating Hour
MH - Man Hour

Table 31/ Inspection Station Summary: Detail, Streetsville North

Table 31A/ WEEKDAY - BASIC INFORMATION Streetsville

Streetsville North	Operating Hours	Man Hours	Number of Inspections	Overload Violations	Other Violations	Total Violations
Mon.	126.00	360.50	14 622	56	42	98
Tue.	291.00	881.75	41 798	127	138	265
Wed.	279.75	843.75	39 179	132	125	257
Thur.	300.00	903.50	40 160	168	143	311
Fri.	260.00	771.00	35 014	140	82	222
Sat.	13.50	39.50	608	3	4	7
Sun.	8.25	14.25	336	2	2	4
Total	1278.50	3814.25	171 717	628	536	1164

Table 31B/ WEEKDAY - DERIVED RATIO

Streetsville North	Inspections		Overloads		Total		Violations		
	per OH*	per MH*	per OH*	per MH*	per OH*	per MH*	Overload	Other	Total
							per 100 inspections		
Mon.	116.0	40.6	0.444	0.155	0.778	0.272	0.383	0.287	0.670
Tue.	143.6	47.4	0.436	0.144	0.911	0.301	0.304	0.330	0.634
Wed.	140.1	46.4	0.472	0.156	0.919	0.305	0.337	0.319	0.656
Thur.	133.9	44.4	0.560	0.186	1.037	0.344	0.418	0.356	0.744
Fri.	134.7	45.4	0.538	0.182	0.854	0.288	0.400	0.234	0.634
Sat.	45.0	15.4	0.222	0.076	0.519	0.177	0.493	0.658	1.151
Sun.	40.7	23.6	0.242	0.140	0.485	0.280	0.395	0.595	1.190
Total	134.3	4.50	0.491	0.165	0.910	0.305	0.366	0.312	0.678

* OH - Operating Hour
MH - Man Hour

Table 31C/ MONTH OF YEAR - BASIC INFORMATION

Streetsville North	Operating Hours	Man Hours	Number of Inspections	Overload Violations	Other Violations	Total Violations
Jan.	84.50	251.50	8 398	29	33	62
Feb.	143.75	428.25	20 403	55	53	108
Mar.	99.00	232.75	8 351	39	48	87
Apr.	133.75	476.50	17 501	97	61	158
May.	105.25	321.50	16 325	44	52	96
June.	96.50	310.00	14 862	52	46	98
July.	106.75	338.75	13 989	61	58	119
Aug.	133.50	381.50	19 799	57	51	108
Sept.	103.00	294.25	14 818	50	36	86
Oct.	111.00	354.75	16 161	70	51	121
Nov.	63.75	166.25	10 340	33	24	57
Dec.	97.75	258.25	10 770	41	23	64
Total	1278.50	3814.25	171 717	628	536	1164

Table 31D/ MONTH OF YEAR - DERIVED RATIO

Streetsville North	Inspections per OH*	Inspections per MH*	Overloads per OH*	Overloads per MH*	Total per OH*	Total per MH*	Violations Overloads per 100 inspections	Violations Other per 100 inspections	Violations Total per 100 inspections
Jan.	99.4	33.4	0.343	0.115	0.734	0.247	0.345	0.393	0.738
Feb.	141.9	47.6	0.383	0.128	0.751	0.252	0.270	0.259	0.529
Mar.	84.4	35.9	0.394	0.168	0.879	0.374	0.467	0.575	1.042
Apr.	130.8	36.7	0 725	0.204	1.181	0.332	0.554	0.348	0.902
May.	155.1	50.8	0.418	0.137	0.912	0.299	0.270	0.318	0.588
June.	154.0	47.9	0.539	0.168	1.016	0.316	0.350	0.309	0.659
July.	131.0	41.3	0.571	0.180	1.115	0.351	0.436	0.415	0.850
Aug.	148.3	51.9	0.427	0.149	0.809	0.283	0.288	0.257	0.545
Sept.	143.9	50.4	0.485	0.170	0.835	0.292	0.337	0.243	0.580
Oct.	145.6	45.6	0.630	0.197	1.090	0.341	0.433	0.316	0.749
Nov.	162.2	62.2	0.518	0.198	0.894	0.343	0.319	0.232	0.551
Dec.	110.2	41.7	0.419	0.159	0.655	0.248	0.380	0.214	0.594
Total	134.3	45.0	0.491	0.165	0.910	0.305	0.366	0.312	0.678

* OH - Operating Hour
MH - Man Hour

Table 32/ Inspection Station Summary: Detail Lorne Park

Table 32A/ WEEKDAY - BASIC INFORMATION

Lorne Park	Operating Hours	Man Hours	Number of Inspections	Overload Violations	Other Violations	Total Violations
Mon.	93.25	279.50	10 265	48	38	86
Tues.	237.75	775.75	29 307	170	80	250
Wed.	249.00	770.00	26 580	161	117	278
Thur.	258.50	810.75	29 713	174	121	295
Fri.	184.50	652.75	24 054	125	61	186
Sat.	17.75	48.00	599	5	7	12
Sun.	8.25	19.75	186	4	0	4
TOTAL	1049.00	3356.50	120 704	687	424	1111

Table 32B/ WEEKDAY - DERIVED RATIO

	Inspections		Overloads		Total		Violations		
							Overload	Other	Total
	per OH*	per MH*	per OH*	per MH*	per OH*	per MH*	per 100 inspections		
Mon.	110.1	36.7	0.510	0.170	0.920	0.310	0.468	0.370	0.838
Tues.	123.3	37.8	0.720	0.220	1.050	0.320	0.580	0.273	0.853
Wed.	106.7	34.5	2.650	0.210	1.120	0.360	0.606	0.440	1.046
Thur.	114.9	36.6	0.670	0.210	1.140	0.360	0.586	0.407	0.993
Fri.	130.4	36.8	0.680	0.190	1.010	0.280	0.520	0.254	0.773
Sat.	33.7	12.5	0.280	0.100	0.680	0.250	0.835	1.169	2.003
Sun.	22.5	9.4	0.480	0.200	0.480	0.200	2.151	0.000	2.151
TOTAL	115.1	35.9	0.650	0.200	1.060	0.330	0.569	0.351	0.920

* OH - Operating Hour

MH - Man Hour

Table 32C/ MONTH OF YEAR - BASIC INFORMATION

Lorne Park	Operating Hours	Man Hours	Number of Inspections	Overload Violations	Other Violations	Total Violations
Jan.	110.50	312.25	8 999	68	38	106
Feb.	- -	- -	- -	- -	- -	- -
Mar.	103.25	309.75	13 220	55	55	110
Apr.	81.75	281.25	8 734	26	49	75
May	121.00	417.25	11 961	67	59	126
June	93.00	332.00	11 430	52	30	82
July	59.00	147.25	5 720	35	10	45
Aug.	99.75	299.25	11 795	74	42	116
Sept.	74.25	260.25	9 221	70	27	97
Oct.	105.00	358.75	14 508	99	45	144
Nov.	96.25	342.00	12 364	80	42	122
Dec.	105.25	296.50	12 752	61	24	88
TOTAL	1049.00	3358.50	120 704	687	424	1111

Table 32D/ MONTH OF YEAR - DERIVED RATIO

	Inspections		Overloads		Total		Violations Overloads	Other	Total
	per OH*	per MH*	per OH*	per MH*	per OH*	per MH*	per 100 Inspections		
Jan.	81.4	28.8	0.615	0.218	0.959	0.339	0.756	0.422	1.178
Feb.	- -	- -	- -	- -	- -	- -	- -	- -	- -
Mar.	128.0	42.7	0.533	0.176	1.070	0.355	0.416	0.416	0.832
Apr.	106.8	31.1	0.318	0.092	0.917	0.267	0.298	0.561	0.859
May	98.6	28.7	0.488	0.161	1.041	0.302	0.560	0.493	1.053
June	122.9	34.4	0.559	0.157	0.882	0.247	0.455	0.262	0.717
July	96.9	38.8	0.593	0.238	0.763	0.306	0.612	0.175	0.859
Aug.	118.2	39.4	0.742	0.247	1.163	0.388	0.627	0.356	0.053
Sept.	124.2	35.4	0.943	0.269	1.306	0.372	0.759	0.293	1.717
Oct.	138.2	40.4	0.943	0.276	1.371	0.401	0.682	0.310	0.781
Nov.	128.5	36.2	0.831	0.234	1.268	0.357	0.647	0.340	0.983
Dec.	121.3	43.0	0.580	0.270	0.836	0.411	0.478	0.212	0.052
TOTAL	115.1	35.9	0.650	0.200	1.060	0.330	0.569	0.351	0.993

* OH - Operating Hour

MH - Man Hour

Table 33/ Inspection Station Summary: Detail, Victoria

Table 33A/ WEEKDAY - BASIC INFORMATION

Victoria	Operating Hours	Man Hours	Number of Inspections	Overload Violations	Other Violations	Total Violations
Mon.	12.75	13.75	275	5	0	5
Tues.	74.50	89.00	2483	35	4	39
Wed.	56.25	72.25	2005	27	7	34
Thur.	70.50	88.25	2325	19	7	26
Fri.	58.25	74.75	1737	14	7	21
Sat.	-	-	-	-	-	-
Sun.	-	-	-	-	-	-
TOTAL	272.25	338.00	88.25	100	25	125

Table 33B/ WEEKDAY - DERIVED RATIO

	Inspections		Overloads		Total		Violations		
	per OH*	per MH*	per OH*	per MH*	per OH*	per MH*	Overloads per 100 inspections	Other	Total
Mon.	21.6	20.0	0.392	0.364	0.392	1.364	1.818	0.000	1.181
Tues.	33.3	27.9	0.470	0.390	0.520	0.440	1.410	0.161	1.570
Wed.	35.6	27.8	0.480	0.374	0.604	0.471	1.347	0.349	1.696
Thur.	33.0	26.3	0.269	0.215	0.369	0.295	0.817	0.301	1.118
Fri.	29.8	23.2	0.240	0.187	0.361	0.281	0.806	0.403	1.209
Sat.	-	-	-	-	-	-	-	-	-
Sun.	-	-	-	-	-	-	-	-	-
TOTAL	32.4	26.1	0.367	0.295	0.459	0.369	1.133	0.283	1.416

* OH - Operating Hour
MH - Man Hour

Table 33C/ MONTH OF YEAR - BASIC INFORMATION

Victoria

	Operating Hours	Man Hours	Number of Inspections	Overload Violations	Other Violations	Total Violations
Jan.	-	-	-	-	-	-
Feb.	9 .00	91.00	2063	25	3	28
Mar.	79.25	82.50	1828	17	4	21
Apr.	4.50	4.50	68	1	2	3
May	2.00	2.00	31	0	0	0
June	31.00	59.00	1769	19	4	23
July	1.00	1.00	7	0	0	0
Aug.	2.50	5.00	80	4	0	4
Sept.	14.50	29.00	300	10	0	10
Oct.	29.00	29.00	1929	17	5	22
Nov.	17.50	35.00	750	7	7	14
Dec.	-	-	-	-	-	-
Total	272.25	338.00	8825	100	25	125

Table 33D/ MONTH OF YEAR - DERIVED RATIO

	Inspections		Overloads		Total		Violations		
							Overloads	Other	Total
	per OH*	per MH*	per OH*	per MH*	per OH*	per MH*	per 100 inspections		
Jan.	22.7	22.7	0.275	0.275	0.308	0.308	1.212	0.145	1.357
Feb.	23.1	22.2	0.215	0.206	0.265	0.255	0.930	0.219	1.149
Mar.	-	-	-	-	-	-	-	-	-
Apr.	15.1	15.1	0.222	0.222	0.667	0.667	1.471	2.941	4.412
May	15.5	15.5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
June	57.1	30.0	0.613	0.322	0.742	0.390	1.074	0.226	1.300
July	7.0	7.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Aug.	32.0	16.0	1.600	0.800	1.600	0.800	5.000	0.000	5.000
Sept.	20.7	10.3	0.690	0.350	0.690	0.350	3.33	0.000	3.330
Oct.	66.5	66.5	0.586	0.586	0.759	0.759	0.881	0.259	1.140
Nov.	42.9	21.4	0.400	0.200	0.800	0.400	0.933	0.933	1.867
Dec.	-	-	-	-	-	-	-	-	-
Total	32.4	26.1	0.367	0.295	0.459	0.369	1.133	0.283	1.416

* OH - Operating Hour

MH - Man Hour

Table 34/ Inspection Station Summary - General Overview

	Lorne Park	Streetsville North	Victoria	Total
Inspections	120 704 (40.1)	171 717 (57.0)	8 825 (2.4)	301 246 (100.0)
Overload Violations	687 (61.8)	628 (54.0)	100 (80.0)	1 415 (59.0)
Other Violations	424 (38.2)	536 (46.0)	25 (20.0)	985 (41.0)
Total Violations	1 111 (100.0)	1 164 (100.0)	125 (100.0)	2 400 (100.0)
Overloads per 100 Inspections	0.569	0.366	1.133	0.470
Other Violations per 100 Inspections	0.351	0.312	0.283	0.327
Total Violations per 100 Inspections	0.920	0.678	1.416	0.797

APPENDIX B
SAMPLES OF CHARGE REPORTS

Ministry of Transportation and Communications
Ontario

HIGHWAY TRAFFIC ACT WEIGHT REPORT

TIME IN _____ A.M. P.M. TIME OUT _____ A.M. P.M. DATE _____ 19____

CHECKED AT _____ LOCATION _____

REGISTERED OWNER _____

ADDRESS _____

DRIVER'S NAME _____

ADDRESS _____ APT NO _____

DRIVER'S LICENCE NO _____ CLASS ☐ PROV. or STATE _____

NO. AXLES	O/C		REGISTRATION NO	YEAR	PROV. or STATE	MAKE	SERIAL NO	UNIT NO	PREVIOUS REG. NO	P.C.V. NO	YEAR	REGISTERED GROSS WT
		TRUCK or TRACTOR										
		CONV. UNIT										
		TRAILER 1st								TOTAL		
		TRAILER 2nd										

FRONT AXLE WEIGHT	TIRE SIZE	M.G.A.W.R.	TABLE	D1	D2	BASE LENGTH

DIAGRAM VEHICLE — TOTAL = _____

DIAGRAM — AXLE GROUP = _____

DIAGRAM — AXLE GROUP = _____

DIAGRAM — AXLE GROUP = _____

PORTABLE SCALE											
	L										
	R										

SCALE WEIGHT							
CALCULATION 1 ALLOWABLE AXLE UNIT WEIGHT							
AXLE UNIT OVER LOAD							

AXLE GROUP	SCALE WEIGHT	ALLOWABLE WEIGHT	AXLE GROUP OVERLOAD	
AXLE GROUP	SCALE WEIGHT	ALLOWABLE WEIGHT	AXLE GROUP OVERLOAD	
AXLE GROUP	SCALE WEIGHT	ALLOWABLE WEIGHT	AXLE GROUP OVERLOAD	
CALCULATION 2 FRONT AXLE AND GROUP OR UNIT WEIGHTS				
CALCULATION 3 TAPLE ALLOWABLE GROSS VEHICLE WEIGHT				
ALLOWABLE GROSS VEHICLE WEIGHT SECTION 121(1)(a) to (c)				
GROSS VEHICLE OVERLOAD				
R.G.W. OVERLOAD				

DESCRIPTION OF GOODS _____

REMARKS _____

VIOLATION _____ LEASE ☐ PROSEC ☐ _____ INITIAL CHARGE REG. OWNER ☐ DRIVER ☐ OR _____

COURT _____ DATE _____ 19____ TIME _____ PROVINCIAL JUDGE OR J.P. _____

CONTESTED ☐ CONVICTION ☐ DISMISSED ☐ WITHDRAWN ☐ _____

CODE PRIVATE OR PCV CLASS & NO _____ FINE $ _____ COST $ _____

OFFICER'S NAME – (Print) _____

OFFICER'S SIGNATURE _____ S.C.T. NO. _____

Ministry of Transportation and Communications
Ontario

COMMERCIAL VEHICLE REPORT

TIME IN ____ AM PM TIME OUT ____ AM PM DATE ____ 19 ____

CHECKED AT ____ LOCATION ____

REGISTERED OWNER ____

ADDRESS ____

DRIVER'S NAME ____

ADDRESS ____ APT NO ____

DRIVER'S LICENCE NO ____ CLASS ☐ PROV or STATE ____

NO AXLES	O C		REGISTRATION NO	YEAR	PROV or STATE	MAKE	SERIAL NO	UNIT NO	PREVIOUS REG NO	P C V NO	YEAR	REGISTERED GROSS WT
		TRUCK or TRACTOR										
		CONV UNIT										
		TRAILER 1st								TOTAL - R G W		
		TRAILER 2nd								P C V GROSS		
										SCALE WT		

DATE AND TYPE OF BILL ____ NO ____ COMPENSATION ____

CONSIGNOR ____ ADDRESS ____

CONSIGNEE ____ ADDRESS ____

DESCRIPTION OF GOODS ____

COMMENTS ____

DATE AND TYPE OF BILL ____ NO ____ COMPENSATION ____

CONSIGNOR ____ ADDRESS ____

CONSIGNEE ____ ADDRESS ____

DESCRIPTION OF GOODS ____

COMMENTS ____

REMARKS

VIOLATION ____ LEASE ☐ REG PROSEC ☐ ____ INITIAL CHARGE REG OWNER ☐ DRIVER ☐ OR ____

COURT ____ DATE ____ 19 ____ TIME ____ PROVINCIAL JUDGE OR J P ____

CONTESTED ____ DECISION ____ FINE ____ COST ____

CODE PRIVATE ____ P C V CLASS & NO ____

INSPECTOR'S NAME - (PRINT) ____

INSPECTOR'S SIGNATURE ____

RV-20 79-03

INFORMATION

CANADA
PROVINCE OF ONTARIO MUN

The informant being duly sworn upon oath deposes and says:

On the ____ day of _____ 19____ Time _____ M

NAME _____
LAST FIRST MIDDLE

ADDRESS _____
(NUMBER AND STREET)

_____
(MUNICIPALITY) (P.C.) (PROVINCE)

DRIVER'S LICENCE NO. CLASS | RESTR

BIRTHDATE
SEX | DAY | MO | YEAR

REGISTRATION NO. YEAR PROVINCE MAKE

AT _____

_____
(MUNICIPALITY)

DID COMMIT THE OFFENCE OF _____

_____

_____

_____

CONTRARY TO _____

_____
SECTION | SUB-SECT | CLAUSE | PARA

THE INFORMANT SAYS THAT HE HAS REASONABLE AND PROBABLE GROUNDS TO BELIEVE AND DOES BELIEVE THAT THE PERSON NAMED ABOVE COMMITTED THE OFFENCE INDICATED.

SWORN BEFORE ME AT _____

ON _____

_____ _____
A JUSTICE OF THE PEACE PEACE OFFICER INFORMANT

FOR THE

THIS IS THEREFORE TO COMMAND YOU IN HER MAJESTY'S NAME TO APPEAR BEFORE THE PRESIDING JUSTICE IN PROVINCIAL COURTROOM _____

AT _____

ON THE ____ DAY OF _____ NEXT AT _____ M

TO ANSWER TO THE ABOVE CHARGE AND TO BE DEALT WITH ACCORDING TO LAW

I CERTIFY THAT I DID PERSONALLY DELIVER THE SUMMONS PORTION OF THIS TICKET TO THE ACCUSED ON THE DATE MENTIONED ABOVE

For Office Use

_____
SIGNATURE OF ISSUING OFFICER

NO. | UNIT

APPENDIX C
INSPECTION STATION RECORD

REPORT OF COMBINED INSPECTION STATION OPERATION

METRO WEST DISTRICT

Month March 1979

LOCATION	OPRTN. HOURS	MAN HOURS	NUMBER VEHICLES EXAMINED	NUMBER OF OVERLOADS	NUMBER OTHER INFRACTS.	Time Lost Inclement Weather
Cooksville						
Lorne Park	103.25	309.75	13220	55	55	5.75
Streetsville N.	124.25	310.00	12770	47	57	1.50
Streetsville S.	163.00	454.25	20756	140	135	.50
Victoria	82.25	82.25	1869	20	7	–
Portable						
District Total	472.75	1156.25	48615	262	254	7.75

PROGRESSIVE MONTHLY

Cooksville	152.00	284.00	2726	17	33	–
Lorne Park	1058.75	3297.50	119145	686	423	15.75
Streetsville N.	1312.75	3917.00	174828	643	543	11.00
Streetsville S.	1427.75	4325.25	175936	903	803	13.25
Victoria	241.50	297.25	8085	95	25	.50
Portable						
District Total	4192.75	1212100	480720	2344	1827	40.50

DISTRICT INSPECTOR _____

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APPENDIX D
CHARGED OFFENCE DESCRIPTION

APPENDIX D

CHARGED OFFENCE DESCRIPTION

H.T.A Section	Offences
2	Powers and duties of the Ministry
6	Permit and plate registration
8	Fail to have number plates
9	Violations as to number plates
13	Fail to have operator's licence
37	Improper lights
57	Drive unsafe vehicle
61	No name of owner on commercial vehicle/reflector
65	Width/length/height violation
66	Special permit violation
67	Improper loading
71	Restrictions as to weight on tires
72	Maximum allowable axle unit weights
72-1-C	-for a dual axle
72-1-others	-other than a dual axle
72-others	-restriction of wights allowed under subsection 1
73	Maximum allowable axle group weights
74	Maximum allowable gross vehicle weights
75	Violation of raw forest products allowance during freeze up
77	Operating within permitted weight
77-1	Operating within permitted gross vehicle weight
77-others	Other than operating within permitted gross vehicle weight
78	Refusal of inspection
125	Signs and markings, signs to be obeyed
418	Specifications re: permits, number plates, headlamps, tire width, brake fluid

P.C.V. Section	Offences
2	Operating licence required
2-1-A	Pursuant to an operating licence
2-1-B	A vehicle licence has been issued in respect of the commercial vehicle
2-1-others	The transportation is carried out in accordance with the terms and conditions of the operating licence and the provisions of this Act and the regulations
2-others	Exceptions to Subsection 1, advertising by unlicensed persons
1	Definitions
12	Violation of licence
15	Refusal of inspection/failure to produce documents
700	Specifications re: Public commercial Vehicle Operating Licences

M.V.T.A. Section	Offences
3-1	Operating licence - no person shall operate an extra-provincial undertaking unless in possession of a licence issued under the authority of this Act

APPENDIX E
RECENT PROCEDURAL AND REGULATORY CHANGES THAT MAY AFFECT THE PROFILE

APPENDIX E
RECENT PROCEDURAL AND REGULATORY CHANGES THAT MAY AFFECT THE PROFILE

The reader should be aware that data used in this study was taken from the time period April 1, 1978 to March 31, 1979. As a result, the findings do not reflect recent changes in reciprocity agreements, fine schedules, and the procedure for laying and settling charges. These changes affect the relative distribution of charges, average fine for particular offences, and charge settlement time. Some of the more relevant changes are briefly outlined below.

Charge Settlement Time

Under the previous Summary Conviction Act, the province had 21 days to serve a summons for most Highway Traffic Act (HTA) offences, and six months for Public Commercial Vehicle (PCV) offences. The Provincial Offences Act enacted on March 31, 1980 allows the province up to six months to serve a summons for both HTA and PCV offences. This change allows a more thorough examination of records, possibly resulting in fewer writeups.

Another important change in this act concerns the settlement of minor offences. A minor offence is defined as an offence carrying a fine of $300 or less. For minor offences the charged owner or driver has 15 days to act on a charge. There are four basic actions a convicted owner or driver may take. They may plead guilty and pay the fine; plead not guilty and request a court date; plead guilty with an explanation hoping for a reduced fine; or do nothing about the charge. Pleading guilty with a pay-out, or not guilty and requesting a court date, can be done by mail or by attending a walk-in court. Pleading guilty with an explanation can only be done at a walk-in court. If no action is taken within 15 days the owner or driver is automatically convicted. For major offences (i.e., offences with a fine over $300) a court appearance is mandatory. This change in procedure deals with all offences under provincial statutes and was designed to speed up the court procedure,

eliminate backlog, and save on enforcement officers' time required in court for minor offences. This change in procedure would affect the charge settlement time of offences.

Distribution of Charges - Changes in Reciprocity

Recent changes in reciprocity would affect the relative frequency and distribution of licence plate offences. Basically, licence plate reciprocity facilitates interprovincial and international truck operations by allowing acquisition of a plate in one member jurisdiction which allows travel in another. It also enables one licence plate on one fee or fee equivalent where fees are paid in direct proportion to the distance travelled in each member jurisdiction. Prior to 1979 only six American states had licence plate reciprocity agreements with Ontario. As of 1981, 26 states have licence plate reciprocity with Ontario, and negotiations are underway to include more American states. In 1979 Ontario had some form of licence plate reciprocity with most Canadian provinces, with the exception of Newfoundland, Nova Scotia, and the Territories. However, in 1982 Newfoundland and Nova Scotia will also have a licence plate reciprocity agreement with Ontario and the other provinces under the Canadian Agreement on Vehicle Registration.

Fine Changes

Some of the recent changes to the fine schedule since the time period used in the study, deal with the minimum fine for some PCV offences. The minimum fine for contravention of a required PCV operating licence has increased from $50 to $250, and violation contrary to the terms of the operating licence has increased from a minimum $50 to $150. This change will affect the average fine for these specific offences.

This appendix was intended to give a brief overview of some of the changes which have taken place since the time period used in the study. For more details please refer to the actual documents.